(c) if so, whether Railways propose to make specific provisions in the budget to convert this line in the next two years, if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (c) Yes, Sir. The work of doubling of Hapur-Moradabad has been taken up. Amroha-Moradabad is targeted for completion during 2003-04. The target of other sections have not yet been fixed and completion would depend upon availability of resources.

(b) Some trains that delayed due to single line working on this route.

Railway wagons

†1428. SHRI LAJPAT RAI:
SHRI RAJIV RANJAN SINGH 'LALAN':

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that wagons purchased by the Railways during preceding years are unfit to be run on the railway tracks of the country due to their weak structure;

(b) if so, the total number of such wagons along with the time of their purchase and cost thereof; and

(c) the parts of the country where these wagons are lying unutilised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) No, Sir. Wagons purchased by the Railways during preceding years are being utilized fully. In order to reduce the speed differential between passenger and goods trains, a new design of High Speed BOXN wagon (BOXNHA) with speed

†Original notice of the question was received in Hindi.

potential of 100 Kmph and higher axle load 22.1 tonnes as compared to 20.32 tonnes in conventional BOXN wagons, was developed by RDSO. However, considering the limitations of present track structure and bridges and till such time the same are upgraded, these wagons are running with axle load limited to 20.32 tonnes.

(b) 305 BOXNHA wagons were procured during the years 1999 and 2000 at an approximate cost of Rs. 32 crores.

(c) Does not arise.

Creation of new railway zones

1429. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether any Expert Committee has recommended for creation of new Railway Zones;

(b) if so, the details of such recommendations made by the Committee;

(c) if not, the circumstances and detailed reasons for creation of new Railway Zones;

(d) whether Vizag Division could have been merged with S.C. Railway Zone, Secunderabad; and

(e) if not, the detailed reasons for not merging Vizag Division with South Central Railway Zone, Secunderabad?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Yes, Sir. The Railway Reforms Committee (1984) recommended creation of four new Zones, based on the criteria of workload, accessibility, geographical sprawl and pattern of traffic flows and other administrative and operational requirements, so as to provide relief to the heavily worked Zones and improve their efficiency.